









the year the carriage of tea from Canton has in great measure been transferred from steamers to junks, to the obvious loss of the steamers and advantage of the junk-owners, but presumably also to the benefit of the tea trade itself, which will naturally follow the line of least resistance, that is, the line on which the taxes and charges are the lightest.

Again, less opium, to the value of over Tls. 150,000, entered through Kowloon in 1891 than in 1890, but this falling-off was more than counterbalanced by the increased importations by steamer.

Keeping the above facts in view regarding rice, kerosene and opium the trade in which actually increased through the share in it taken by the Kowloon Customs fell off, greatly a considerable decline in the Kowloon figures is to be looked for, and such has been the case. The total value of the trade which in 1890 was Tls. 38,592,130 declined in 1891 to Tls. 35,438,258 (say, \$51,322,497), a falling-off of over 2 million taels. But if we leave out of account in both years the articles dealt with above, trade in which was only transferred to other channels, the value of the remaining commodities imported and exported was in 1890 Tls. 25,937,607, and in 1891 Tls. 27,988,166—an increase of over 2 million taels, or say, 8 per cent. It is right, however, to add that one half of this increase is due to the article of tea alone, the carriage of which, as stated above, was a great extent transferred to junks by steamers, and the reverse of this, that the carriage of kerosene, opium, and tea continued to be carried by junks through Kowloon in the same proportions, as compared with Canton and Lappa, in 1891 as in 1890, the value of the Kowloon trade for the former year would have been fully 40 million taels.

2.—REVENUE.—The total collection for the year (Tls. 609,758 including Grains Tax) only exceeded that of 1890 by some Tls. 2,000, but there is an excess at all in the *Ching-fai* which is collected under a temporary and special tax levied for the construction of forts and the provision of guns for the defence of the coast, and is to be continued as soon as these wants are supplied. Without this addition to the Revenue the collection would have shown a heavy falling-off due, as regards its largest item, to the diminished import of opium which contributed some Tls. 4,000,000 to the Revenue through this office in 1890.

At the Treaty Ports the amount of Revenue collected varies with and is a fair measure of the volume of the trade. It is not so at this office, for the reason that goods going to Canton pass our Stations free and pay duty on arrival at their destination, while goods for other places pay duty at the Kowloon Stations. Similarly, Exports from Canton, and from some other places, pay at the place of shipment and pass Kowloon free. So, as regards Likit, all goods entering pay their full Likit at Kowloon, the duty on the export of goods to other ports being paid at the place of shipment and the other half at Kowloon. Now, at over 60 per cent. of the whole Imports and Exports go to or come from Canton it is evident that if all the duties and duties leviable on all goods were collected at Kowloon, the Revenue Table of this Office would probably be doubled in volume. It is worth noting that the portion collected at Kowloon of the rice and duties of all kinds leviable is only 1.25 per cent. of the value of the goods carried, and assuming that as much more is levied on the carriage of rice and other goods, the total, 3.44 per cent., cannot be considered a heavy tax on the junk trade with Hongkong.

3.—FOREIGN TRADE.—(a) Imports.—The total value of the Foreign goods imported declined from Tls. 17,950,000 odd in 1890 to Tls. 13,797,000 in 1891. But this falling-off is more than accounted for by the diminished importations through Kowloon of rice, kerosene, and opium as explained above. Putting these articles aside, there has been a trifling net increase of Tls. 400,000 in the remaining commodities enumerated. The articles which show a noticeable increase are, amongst cotton piece goods, shirtings, white, grey and dyed, chintzes and what in the trade are called cotton Italian. On the other hand 7-Cloths, drills and Cambrics have fallen off. Of the total value of the cotton piece goods of all kinds imported white shirtings alone represented nearly the half, and the quantity of these shirtings was over 60 per cent. of the total (46,000 pieces) in 1890. Indian cotton yarn advanced from Tls. 5,000 nearly in 1890 to Tls. 13,000 in 1891, and these figures though still considerably below those of 1889 and 1888 probably indicate a genuine increase in consumption as, though this article, like kerosene, has been to some extent the sport of the fiscal changes of the taxing authorities of the province there has also been an increase in the year of over 50 per cent. on the importation by steamer into Canton. English yarn only figures for Pils. 279 against Pils. 608 in the previous year. Woolen goods have advanced slightly, as have also the majority of the metals. Amongst the latter the most noticeable increase has been in lead which advanced from Pils. 4,000 odd in 1890 to nearly Pils. 22,000 in 1891. No article shows any considerable decline except, as already explained, rice, kerosene and opium, and the following table illustrates what has been said regarding these commodities in this and the first paragraph above:—

RICE AND PADDY.			
Imported	1888	1889	1890
By Steamer	1,431,777	1,431,777	1,431,777
Through Kowloon	6,100,000	6,100,000	6,100,000
Through Lappa	5,791	5,791	5,791
Total Pils.	7,537,568	7,537,568	7,537,568

KEROSENE OIL.			
Imported	1888	1889	1890
By Steamer	1,111,111	1,111,111	1,111,111
By Junk	1,111,111	1,111,111	1,111,111
By Steamer in Canton	1,111,111	1,111,111	1,111,111
Total Pils.	3,333,333	3,333,333	3,333,333

OPPIUM.			
Imported in	1888	1889	1890
At Canton, at Kowloon, at Lappa, Total.			
1888	1889	1890	1891
1888	1889	1890	1891
1888	1889	1890	1891

(b) Exports.—The total value of the goods exported (entirely to Hongkong) was Tls. 17,016,926 against Tls. 14,842,000 in 1890, an increase of a million taels. As already explained, all this advance is due to one article, the carriage of which was transferred to a large extent from steamers to junks during the year. That this improvement in the Kowloon figures has not, however, taken place wholly at the expense of Canton is shown by the fact that while the increase in the export of tea by junk has been over Pils. 57,000 the falling off in the export by steamer at Canton has been under Pils. 38,000. There has been therefore an independent increase at Kowloon of Pils. 20,000 representing a value of about Tls. 370,000. Raw silk shows an advance of over 25 per cent., the export having been Pils. 4,424 against a little over Tls. 3,500,000. Silk piece goods have also increased—though to a less extent, and the same may be said of sugar, brown and white, and of tobacco, but it is prepared. No article of importance seems to have seriously declined, and altogether apart from the effect of fiscal interference in diverting the trade, an examination of the figures of the last four years shows

that the export trade to Hongkong by junk is steadily growing. Of the total exports about 50 per cent. came from Canton itself. Chantun, a large port to the south of Canton, follows at a long interval with about 13 per cent. Next comes Swatow which sent down goods by junk to the value of nearly a million taels (58 per cent). Kowloon to the west of Macao stands next on the list with Tls. 680,000 (4 per cent), followed by Taiping. In the Tungkun District, for 3 per cent, Hoi An for 2 per cent and Kowloon, Shikung and Sason for, say, 1 per cent each. As many as 61 places are enumerated in the table as having supplied between them the remaining 12 per cent.

(c) Re-exports.—(a) Original Shipments.—(b) Re-shipments.—(c) Re-shipments.—(d) Re-shipments.—(e) Re-shipments.—(f) Re-shipments.—(g) Re-shipments.—(h) Re-shipments.—(i) Re-shipments.—(j) Re-shipments.—(k) Re-shipments.—(l) Re-shipments.—(m) Re-shipments.—(n) Re-shipments.—(o) Re-shipments.—(p) Re-shipments.—(q) Re-shipments.—(r) Re-shipments.—(s) Re-shipments.—(t) Re-shipments.—(u) Re-shipments.—(v) Re-shipments.—(w) Re-shipments.—(x) Re-shipments.—(y) Re-shipments.—(z) Re-shipments.—(aa) Re-shipments.—(ab) Re-shipments.—(ac) Re-shipments.—(ad) Re-shipments.—(ae) Re-shipments.—(af) Re-shipments.—(ag) Re-shipments.—(ah) Re-shipments.—(ai) Re-shipments.—(aj) Re-shipments.—(ak) Re-shipments.—(al) Re-shipments.—(am) Re-shipments.—(an) Re-shipments.—(ao) Re-shipments.—(ap) Re-shipments.—(aq) Re-shipments.—(ar) Re-shipments.—(as) Re-shipments.—(at) Re-shipments.—(au) Re-shipments.—(av) Re-shipments.—(aw) Re-shipments.—(ax) Re-shipments.—(ay) Re-shipments.—(az) Re-shipments.—(ba) 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